

CHINA MAIL OFFICE

日五廿月四年己癸

PRICE \$2 PER MONTH

英一千八百九十三年六月九號

HONGKONG, FRIDAY, JUNE 9, 1893.

Banks.

Business Notices.

Intimations.

Notices to Consignees.

Shipping.

MOGUL LINE OF STEAMERS.

FOR KORE AND YOKOHAMA.
The Steamship
Sida,
J. ROWLEY, Commander
will be dispatched to
the above Ports at Noon, TO-MORROW
the 10th Instant.

For Freight or Passage, apply to
DODWELL, CARILL & Co
Agents.
Hongkong, June 5, 1893.

FOR SHANGHAI.

The Steamship
Ningpo
Capt. TH. LEHMANN, who
has been despatched for the
above Port on SATURDAY, the 10th Inst
at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & CO
Hongkong, June 8, 1893.

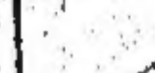
by THE SCOTTISH ORIENTAL STEAM
SHIP COMPANY, LIMITED.
FOR SWATOW AND BANGKOK.
The Company's Steam
Despatch, Captain GEO. ANDERS
will be despatched for
above Ports on TUESDAY, the 13th Inst
at 10 a.m.
For Freight or Passage, apply to

YUEN FAT HONG
Agents.
Hongkong, June 7, 1893.

**CHINA NAVIGATION COMPANY
LIMITED.**


FOR KOBE.

The Steamship
Oriental
Captain LINES, will
be despatched as above



996
TUESDAY, the 13th Instant, at 10 a.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
Hongkong, June 8, 1893.

OKO-
CHINA NAVIGATION COMPANY
LIMITED.
FOR FOCHOW AND TIENTSIN
The Steamship


 Kowloon,
 Capt. Overland
 to be despatched on a
 DAY, the 13th Instant.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE
 Agents.
 Hongkong, June 7, 1893.

 SHIRE LINE OF STEAMERS

 FOR NAGASAKI, KOBE AND
 YOKOHAMA.

YOKOHAMA.
(Via Inland Sea.)

The Steamship
Pembroke
Capt. [illegible]
dispatched is at
or about TUESDAY, the 13th Inst.
For Freight or Passage, apply to
DODWELL, CARLILL &
Agents.
Hongkong, June 5, 1893.


OCEAN STEAMSHIP COMPANY

FOR LONDON VIA SUEZ CANAL
The Steamship
Prometheus
Captain HANNAH
despatched as a
THURSDAY, the 16th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
Hongkong, May 23, 1893.

GLEN LINE OF STEAM-PACIFIC
FOR LONDON VIA SUEZ CANAL
 The Steamship *Glenartney*
 Capt. J. McCulloch
 will be despatched
 on or about **THURSDAY, the 15th**
 This Steamer has superior Accommodation for Passengers, and carries
 and Stewards.
 For Freight or Passage, apply to
 Messrs. J. & A. Burns, 100, Market Street, New York.

JARDINE, MATHESON
Agents.
 Hongkong, June 6, 1893.


Sailing Vessels
 FOR NEW YORK.
 The 3/3 L.I.I. German
Iron Duke,
 HAMBURG, Master,
 has for the above



will have quick despatch:
For Freight, apply to
SHEWAN
Hongkong, April 21, 1899.

FOR NEW YORK,
The *S/S L.L.I. Britia*
Habitant,
W. R. POTTER, Master
here for the above
will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & CO.
Hongkong, May 29, 1893.



ALDBECK, MACGR

Wine and Spirit Merchants
13, QUEEN'S ROAD.
Hongkong, August 18, 1891.

The publication of this issue commences at 6.00 p.m.

The China Mail.

HONGKONG, FRIDAY, JUNE 9, 1893.

It is admitted on all hands—or rather, we should say, by everybody who is not adversely affected by the admission—that the Government service of this colony is over-extended. That fact was taken by Governor Sir William Robinson himself as forming to a considerable extent the basis of the scheme of retrenchment by which he proposed to effect a large saving in the cost of administration. It is also admitted as the most important fact for the consideration of the somewhat questionably-composed Retrenchment Commission appointed by His Excellency the other day at the request of the Secretary of State for the Colonies. And yet we find from the proceedings of the last meeting of the Sanitary Board that a difficulty has arisen in connection with finding a suitable person to take the place of the head of the Sanitary Department while the gentleman who at present fills that position is at home on leave. This fact may appear at first sight to be inconsistent with the one previously referred to, but there is really no inconsistency at all. The explanation is simple and obvious. In those departments of the civil service in which practical men or men of professional training are indispensable there is no opportunity, but rather a necessity, of officials. The over-extended departments are those in which the posts are made for the men and in connection with which it would appear the fitness of the men has not hitherto been officially regarded as a matter calling for serious consideration. The Office of the Sanitary Superintendent and Secretary to the Sanitary Board, which has been so efficiently filled by Mr. McCullum for a considerable number of years, possesses the disadvantage—from the office-holder's point of view—of requiring, for the discharge of the many and onerous duties connected with it, a man of training and experience and possessing special skill and knowledge in the subjects with which he has to deal. It is therefore not available for the class of officials who would regard it simply as an excuse for drawing a salary and who would leave the work to be done by subordinates. Hence the difficulties in finding a substitute for Mr. McCullum. True, there were three applicants for the post. Mr. Ladd, Colonial Veterinary Surgeon, Mr. Crow, Government Analyst and Apothecary to the Government Civil Hospital, and Mr. Rennie, correspondence clerk in the Public Works Department, but Mr. Ladd had withdrawn his application, which reduced the list to two names. Of these, that of Mr. Crow would naturally suggest itself as the more suitable, and, indeed, it seems to have been understood that Mr. Rennie only wished his application to stand in the event of the appointment being refused by Mr. Crow. But the latter gentleman, who also fills a post in which professional training is absolutely necessary, and who has been for some time without an assistant who would undertake the duties of Apothecary—apparently cannot be spared from the Hospital in the meantime. The Board therefore found itself in a difficulty as to recommending the appointment of anybody to act for Mr. McCullum during his absence; and although it was agreed to represent to the Government that Mr. Crow and Mr. Rennie (whether either one or both of these gentlemen is not clear) are willing to act in Mr. McCullum's place during his absence, this, considering all the circumstances, can hardly be said to have got the Board well out of the difficulty. We can only assume that what is meant by this statement is that the work should be divided between the two gentlemen named, Mr. Crow taking the Sanitary Superintendent's duties, and Mr. Rennie acting as Secretary to the Board, in which case we should think that neither applicant would be very anxious to obtain the appointment. If such is not the meaning of Mr. Francis's motion, we are at a loss to understand why the Board did not recommend one candidate for the post.

TELEGRAMS.

[Supplied to THE CHINA MAIL.]
(Via Southern Line.)

MONETARY CONFERENCE.

LONDON, June 8, 1893.
The Standard says Lord Evelyn's report recommends the introduction of heavy mint notes, and an import duty on silver taken to India.

THE FRENCH PRESS ON EGYPT.
The Figaro publishes a report from its representative in Egypt which admits that remarkable progress in every respect, has been made under the British protectorate. Consider the theory of Egypt for the Egyptians is Utopian, though a British Egypt would be anomalous, as the British are neither tyrants nor oppressors.

THE DELI correspondent of the Straits Times writes:—At Sangli, the other day, the police arrested 40 Chinese cultivators who had made money not only by filling the ground but also by bartering waste deserts when they were laid out against the risk of reward. The cultivators who sought their aid they charged a couple of dollars or so each for giving them refuge in remote hills. While the refugees were there in dread of discovery by the police or the police, the cultivators were usually wont to the overseers of the estates the coolies had deserted from, with information of the latter's whereabouts. The overseers profited by the hint to desert and recover the deserts. For each desert so recovered the reward came to 5 or 10 dollars, so that in this way they were able to get the desert in a very short time.

Entertainments.

CITY HALL.
RETURN AND FAREWELL PERFORMANCES OF THE LONDON LYRICO COMPANY.
Proprietors, F. R. HARRY and SAVILLE SMITH.
Director, SAVILLE SMITH.
FEW NIGHTS ONLY!
NEW COMEDIES AND NOVELTIES.

OPENING NIGHT,
TOMORROW, 10th June, 1893.
When will be produced for the first time in the East,
'OUR FLAT'

During the season the following pieces will be produced:—
PINK DOMINOS, ACT 1, JACK.
PRIVACY SECRETARY, OUR BOYS, &c.

NEW SOUVENIR DANCERS, BY MISS D'AGMAR & MARIE BRIAN.
New Soiree, by Mr. GEORGE BURT.

Prices of Admission:—
Dress Circle and Stalls, \$2.00
Back Seats, 1.00
Soldiers and Sailors in uniform half-price to Back Seats only.
Box Office at Messrs. KELLY & WALSH, where seats can be reserved.

A SPECIAL O.R. will be run 15 minutes after the conclusion of each night's performance.
CHARLES E. GARR, Business Manager.
Hongkong, June 9, 1893. 1000

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from HONGKONG.

Per (via Nagasaki, Island Sea, Kobe, Yokohama, &c.) SATURDAY, June 17.
City of Rio de Janeiro (via Nagasaki, Kobe, Island Sea, Yokohama, &c.) THURSDAY, July 6.
City of New York (via Nagasaki, Kobe, Island Sea, Yokohama, &c.) WEDNESDAY, July 12.

THE U. S. Mail Steamship PERU will be despatched for SAN FRANCISCO, via NAGASAKI, INLAND SEA, KOBÉ, YOKOHAMA AND HONOLULU, on SATURDAY, the 17th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passages and Freight, apply to the Agency of the Company, No. 73, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, May 30, 1893. 968

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

Proposed Sailings from HONGKONG, 1893.

(SUBJECT TO ALTERATION).
Victoria, Saturday, June 17.
Tacoma, Tuesday, July 18.
Mogul, Tuesday, August 8.
Victoria, Tuesday, August 20.
Mogul, Thursday, September 28.
Mogul, Thursday, October 19.

THE Steamship VICTORIA, Captain J. PANTON, R.N.R., sailing at Noon, on SATURDAY, the 17th June, will proceed to VICTORIA, B.C., and PACOMA, via SHANGHAI, INLAND SEA, KOBÉ, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of this General Agent Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passages or Freight, apply to—
DODWELL, CARLILL & Co., Agents.
Hongkong, May 27, 1893. 937

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 14th June,

1893, at Noon, the Company's S.S.

OCEANIAN, Commandant BRETEL,

with MAELS, PASSENGERS, SPECIES,

and CARGO, will leave this Port for the

above places.

Cargo and Species will be registered for

London as well as for Marseilles, and ac-

cepted in transit through Marseilles for the

principal ports of Europe.

Shipping Orders will be granted till

10 p.m. Cargoes will be received on board until 4

p.m., Species and Parcels until 3 p.m., on the

14th June, 1893. (Parcels are not

to be sent on board; they must be left at

the Agency's Office.)

Quantities and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.
Hongkong, May 31, 1893. 930

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTIN-

ENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain

W. J. NANTES, carrying Her

Majesty's Mails, will be despatched

from this Port for BOMBAY, on THURSDAY,

the 22nd June, at Noon, taking Passengers

and Cargo for the above Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a

steamer proceeding direct to Marseilles and

London; other Cargo for London, &c., will

be conveyed via Bombay (connecting at

Bombay with S.S. MASSILLA, which

Vessel leaves that port for LONDON, on

the 14th JULY, 1893.)

Parcels will be received at this Office

until 4 p.m. on the day before sailing. The

contents and value of all packages are

required.

Shippers are particularly requested to

note the terms and conditions of the Com-

pany's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,

Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 8, 1893. 1023

Intimations.

PRIVATE BOARD & RESIDENCE.

MRS. FALCONER has VACANCIES

for RESIDENT BOARDERS, at Kow-

loon, Victoria View.

Hongkong, March 4, 1893. 244

WINDSOR HOTEL,

(in Connaught Buildings),

QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried

on in WINDSOR HOUSE has now been

removed to CONNAUGHT HOUSE.

Cuisine under European management.

Each Bed-room has its own Bath-room.

Hot and Cold water. Passenger Elevator

to all floors.

Charges from \$2 per day upwards.

Special Rates for Families or Permanent

Boarders. Offices and Rooms to let Un-

furnished, and Rooms with or without

Board, by day or month. Apply at the

Office, No. 37, 3rd Floor.

Hongkong, August 23, 1892. 1634

CHAS. J. GAUFF & Co.,

Chronometer, Watch & Clock Makers,

Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND

METEOROLOGICAL

INSTRUMENTS.

VOLUNTARIES' CELEBRATED

BINOCLULARS AND TELESCOPES.

Second-Hand and Other Commodities.

ADMIRALTY & TRAY CHARTS,

NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.

Chronometer & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY.

Imported varieties.

D-I-M-O-N-D-S

—AND—

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON

PATTERNS, at very moderate prices. 742

THE MIKE COAL MINING

COMPANY.

THE MIKE COAL is a bituminous

Coal of dark reddish colour. For

Steam purposes, it has been pronounced to

be the purest and the most economical of

all the JAPANESE COALS.

Its export is increasing yearly, and the

opinions expressed by several of the

LARGEST REGULAR CONSUMERS are in testi-

mony of the EXCELLENT QUALITIES OF THIS

Coal.

ATTENTION is called to the following

ADVANTAGES to Shipowners and Captains,

who Coal their Bunkers direct from the

Underground—

Freshness of the Coal.

Uniformity of quality.

Freedom from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

Best of weight, etc., etc.

MITSUI BUSSAN KAISHA,

Sole Agents.
Hongkong, October 1, 1892. 1714

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

The Co.'s Steamship

Haitian, Capt. GODDARD, will be

despatched for the above

Ports on MONDAY, the 12th Instant, at

Noon.

For Freight or Passage, apply to

DOUGLAS LARPAKE & Co.,

General Managers.
Hongkong, June 9, 1893. 1026

AUSTRIAN LLOYD'S STEAM

NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE

AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBÉ.

The Co.'s Steamship

Vindobona, Capt. P. MARSA, will leave

for the above places on

TUESDAY, the 13th Inst., at Daylight.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,

Agents.
Hongkong, June 9, 1893. 1026

AUSTRIAN LLOYD'S STEAM

NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID,

SUEZ, JEDDAH,

SUAKIM, MASSAWAH, HODEDDA,

ADEN, BOMBAY,

COLOMBO, PENANG & SINGAPORE.

THE S.S. Vindobona having arrived,

Consignees of Cargo are hereby in-

formed that their Goods, with the exception

of Opium, are being landed at their risk

into the Godowns of the HONGKONG AND

KOWLOON FREE AND GODOWN CO., LTD.,

whence delivery may be obtained.

This Vessel brings on Cargo—

From Venice, ex a.s. Corfide, transhipped

at Venice, from CALOZITA, ex a.s.

Niobe, transhipped at CALOZITA. From

Trieste, ex a.s. Imperator, transhipped at

Bombay.

Optional Cargo will go on to SHANGHAI un-

less notice to the contrary be given before

4 p.m. to-day.

No Claims will be admitted after the

Goods have left the Godowns, and all Claims

must be sent to the Undersecretary before

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ALEN,
SUZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 26th day of June,
1893, at 3 p.m., the Company's
S.S. *WILHELM*, Captain Sommer, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 25th instant. (Parcels
are not to be sent on board; they must
be left at the Agent's Office). Contents
of Packages are required. No Parcel
Receipts will be signed at less than \$2, and
Parcels should not exceed Two Feet Cubic
in measurement.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MEYER & CO.,
Agents.

Hongkong, June 5, 1893. 1002

Occidental & Oriental Steam-
Ship Company.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIATHE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Oceanic (via Naga-
saki, Kobe, Yokohama & Honolulu) TUESDAY, June 27.

Gaia (via Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu) TUESDAY, July 18.

Boyle (via Nagasaki,
Kobe, Inland Sea, and Yokohama) THURSDAY, Aug. 17.

THE Steamship *OCEANIC* will be
despatched for SAN FRANCISCO,
via NAGASAKI, KOBE, YOKOHAMA
and HONOLULU, on TUESDAY, the
27th June, at 1 p.m., connection being
made at Yokohama with Steamers from
Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.

Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for Oahu or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
discount does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agent of the
Company, No. 72, Queen's Road Central,
J. S. VAN BUREN,
Agent.

Hongkong, June 8, 1893. 1020

SANTAL-MIDY.

The pure Essence of Santal obtained
by Midy's process from the
best Mysore wood.

SANTAL-MIDY entirely differ-
ent from the Santal oil of the Indies,
is superior to Capsaic, Cubeb, or
injections, and free from all bad
smell or other inconveniences.

SANTAL-MIDY cures all de-
rangements of the urinary organs in either sex
in 48 hours.

SANTAL-MIDY is contained
in capsules, each of which
contains the pure Santal in
black letters, without
which none are genuine.

SANTAL-MIDY Beware of
all other Capsules or mixtures
contain impurities, resin, etc.,
and are worse than useless.

SANTAL-MIDY is sold by all
medicine dealers throughout the
world.

Paris: 3, Rue Vivienne, 3.

For Sale by A. Watson & Co., Chemists.

Intimations.

YUNG CHUNG & Co. (興順海上).

from SHANGHAI, are prepared to undertake
CONTRACTS and JOBS for PAINTING,
POLISHING, DECORATING and all de-
scriptions of ORNAMENTAL WORK in
Houses, also for making CABINETS and
FRENCH POLISHING FURNITURE,
and solicit the kind patronage of the Public,
and will be promptly, faithfully and
satisfactorily executed. Best Materials
and Superior First-class Workmanship in
nest and best style guaranteed.

CHARGES MODERATE.
No. 10, WILKINSON STREET,
Hongkong, February 1, 1893. 195

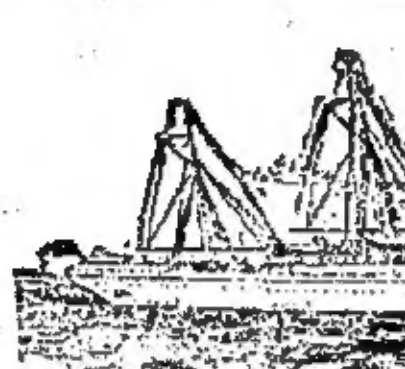
COLLEGE OF MEDICINE FOR
CHINESE.

RESIDENTS in the Colony would
be materially aided by the SENATE of the
COLLEGE by forwarding to the ALICE
MEMORIAL HOSPITAL.

(1) Glass Jars (for museum purposes).
(2) Illustrated Papers and Books for the
Student's Reading Room and Library.

Address to
JOHN C. THOMSON,
Hon. Sec. to the College.
Hongkong, February 25, 1891.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1893.  1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

(On line at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.,
TWIN SCREW STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA... 6,000 Tons... WEDNESDAY... 14th June.

EMPEROR OF INDIA... 6,000 do... WEDNESDAY... 5th July.

EMPEROR OF JAPAN... 6,000 do... WEDNESDAY... 20th July.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN,
and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other
Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also
through to Great Britain and the Continent of Europe at current rates, with passengers'
choice of Atlantic Line.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of
re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval,
Military, Diplomatic and Civil Services, and to European officials in service of China
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Merchant Vessels in Hongkong Harbour.

Residence of Late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. From North Point to Kowloon Wharves. 11. Jardine's Wharf.

Section. 12. From Kowloon Wharves to Kowloon Dock. 13. From Kowloon Dock to Kowloon Wharves. 14. From Kowloon Wharves to Kowloon Dock. 15. From Kowloon Wharves to Kowloon Dock.

Section. 16. From Kowloon Wharves to Kowloon Dock. 17. From Kowloon Wharves to Kowloon Dock. 18. From Kowloon Wharves to Kowloon Dock. 19. From Kowloon Wharves to Kowloon Dock.

Section. 20. From Kowloon Wharves to Kowloon Dock. 21. From Kowloon Wharves to Kowloon Dock. 22. From Kowloon Wharves to Kowloon Dock. 23. From Kowloon Wharves to Kowloon Dock.

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Section. 28. From Kowloon Wharves to Kowloon Dock. 29. From Kowloon Wharves to Kowloon Dock. 30. From Kowloon Wharves to Kowloon Dock. 31. From Kowloon Wharves to Kowloon Dock.

Section. 32. From Kowloon Wharves to Kowloon Dock. 33. From Kowloon Wharves to Kowloon Dock. 34. From Kowloon Wharves to Kowloon Dock. 35. From Kowloon Wharves to Kowloon Dock.

Section. 36. From Kowloon Wharves to Kowloon Dock. 37. From Kowloon Wharves to Kowloon Dock. 38. From Kowloon Wharves to Kowloon Dock. 39. From Kowloon Wharves to Kowloon Dock.

Section. 40. From Kowloon Wharves to Kowloon Dock. 41. From Kowloon Wharves to Kowloon Dock. 42. From Kowloon Wharves to Kowloon Dock. 43. From Kowloon Wharves to Kow